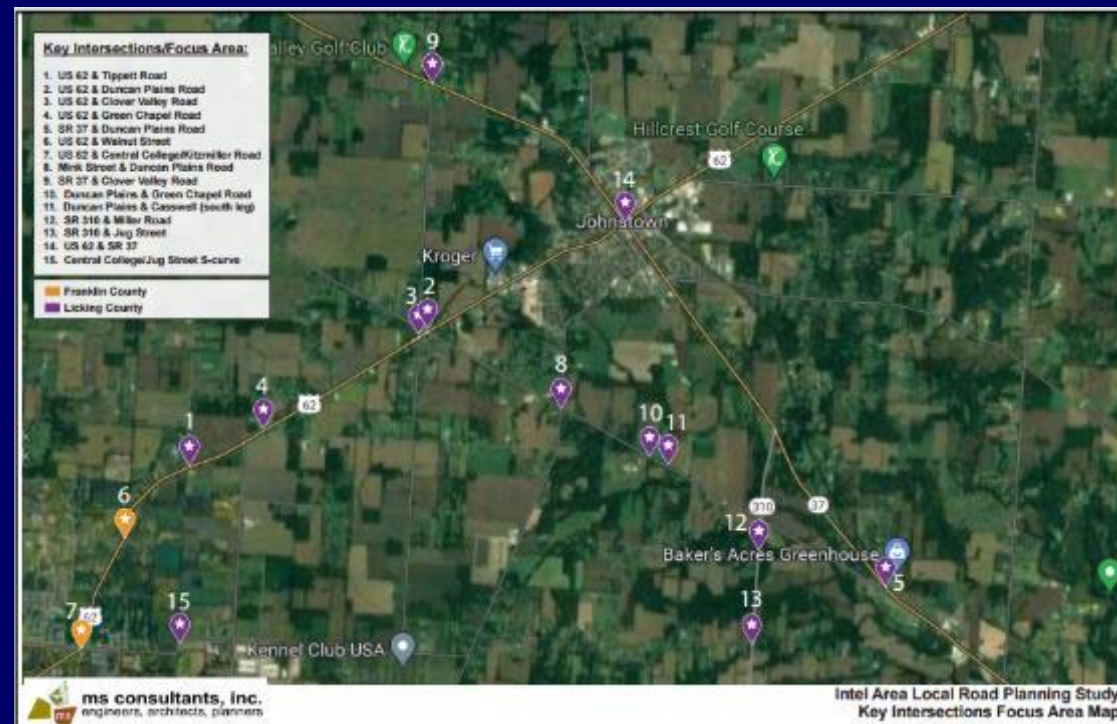


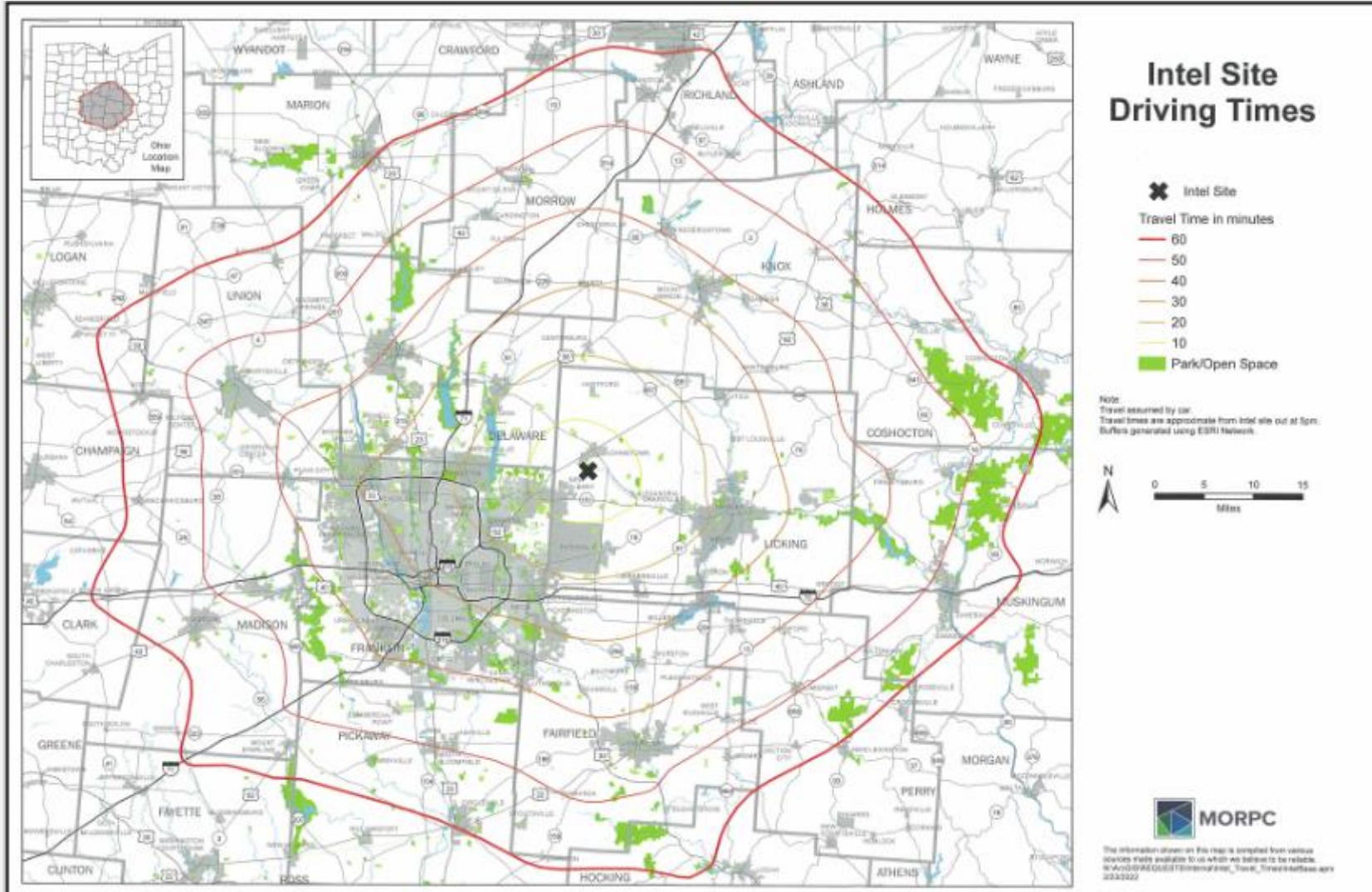
LICKING TRANSPORTATION IMPROVEMENT DISTRICT (TID)

Intel Various County and Township Road Improvements

10 MINUTE TRAVEL TIME GROUP
FEBRUARY 8, 2023



Licking County TID – Local Roads Study



Licking County TID – Local Roads Study

OPENING YEAR SCENARIO –

- Includes following:
 - Intel fully built (all 8 fabs)
 - 44,000 trips per day
 - No construction traffic
 - Initial phase (10%) of New Albany Manufacturing & Technology District
 - No other land use changes assumed in surrounding area (other than those already included in MORPC model)

Opening Year volumes not affected by Twp./City land use/density updates

Licking County TID – Local Roads Study

OPENING YEAR SCENARIO COMPARSIONS

| LCTID Study | Intel TIS (Carpenter-Marty) |
|---------------------------------|---|
| Intel Full Build Out (8 fabs) | Intel 25% Build Out (2 fabs, 3,500 employees) |
| Phase 1 of NAMTD (10% buildout) | Phase 1 of NAMTD (10% buildout) |
| No construction traffic | Construction traffic (6,000 workers) |
| No outside land use changes | No outside land use changes |

Summary:

CM Opening Day; Full Build out: 37,000; 90,000 New Trips

MS Opening Day; Full Build out: 47,000; 375,000 New Trips

Licking County TID – Local Roads Study

FULL BUILD SCENARIO

- Year 2050 MORPC model – background traffic
- Intel fully built (all 8 fabs)
 - 44,000 daily trips
 - No construction traffic
- Full buildout of New Albany Manufacturing & Technology District (NATMD)
 - Includes nearly 50,000 additional daily trips
- Draft land use changes (beyond assumptions in MORPC model)
 - Jersey Township
 - Monroe Township
 - St. Albans Township
 - City of Johnstown

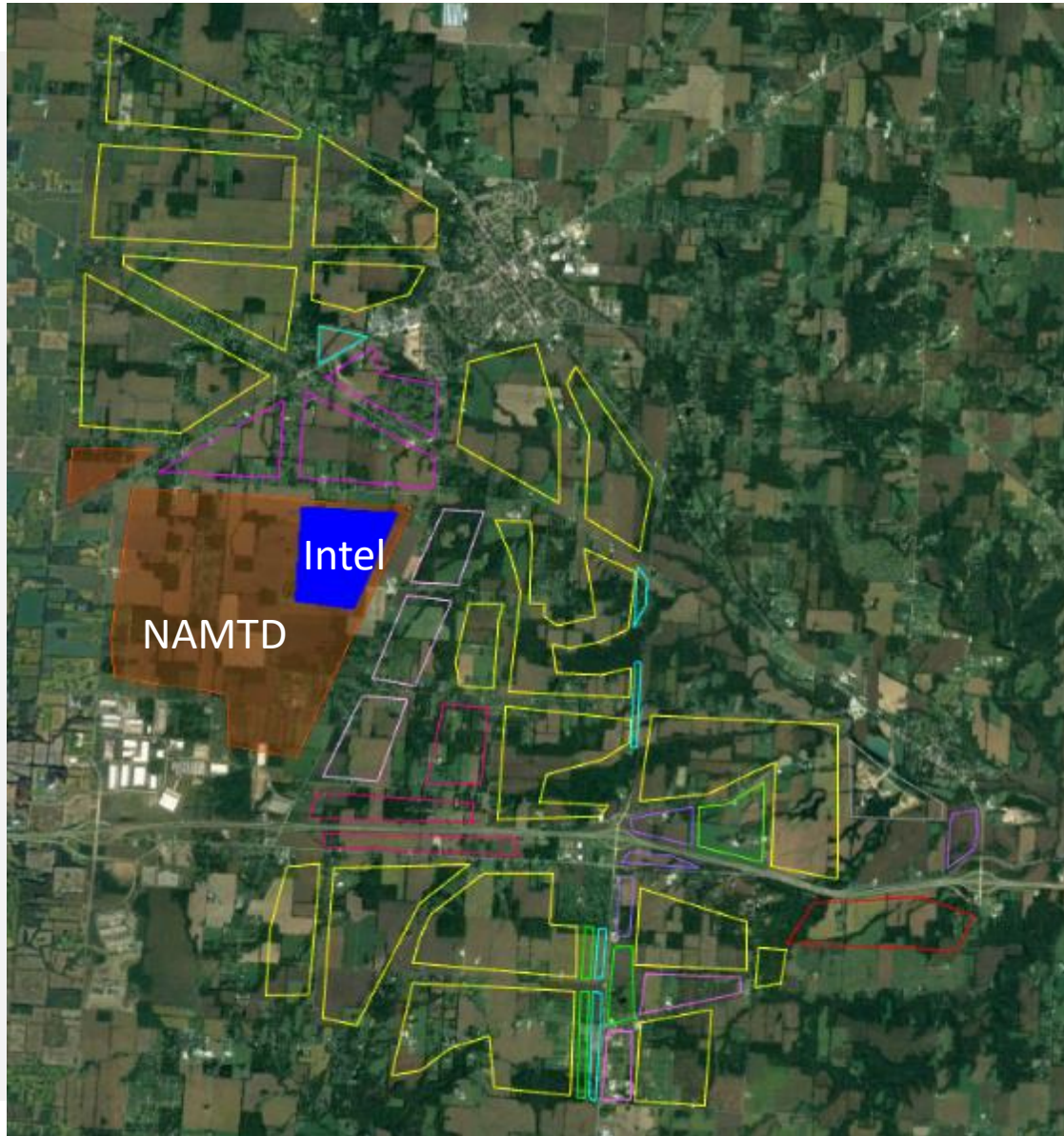
Full Build volumes will change due to land use/density updates

Licking County TID – Local Roads Study

Comments Received on Land Use/Zoning Densities:

- Jersey Township
 - Higher residential density along Worthington Rd. area, lower densities elsewhere
 - Additional planned commercial/retail
- St. Albans Township
 - More planned commercial/retail
 - No warehousing, less residential/multi-family
- City of Johnstown/Monroe Township
 - Increased residential density
 - Additional retail

Licking County TID – Local Roads Study



LAND USE ASSUMPTIONS

DECEMBER 2022

Yellow - single family

Green - multi-family

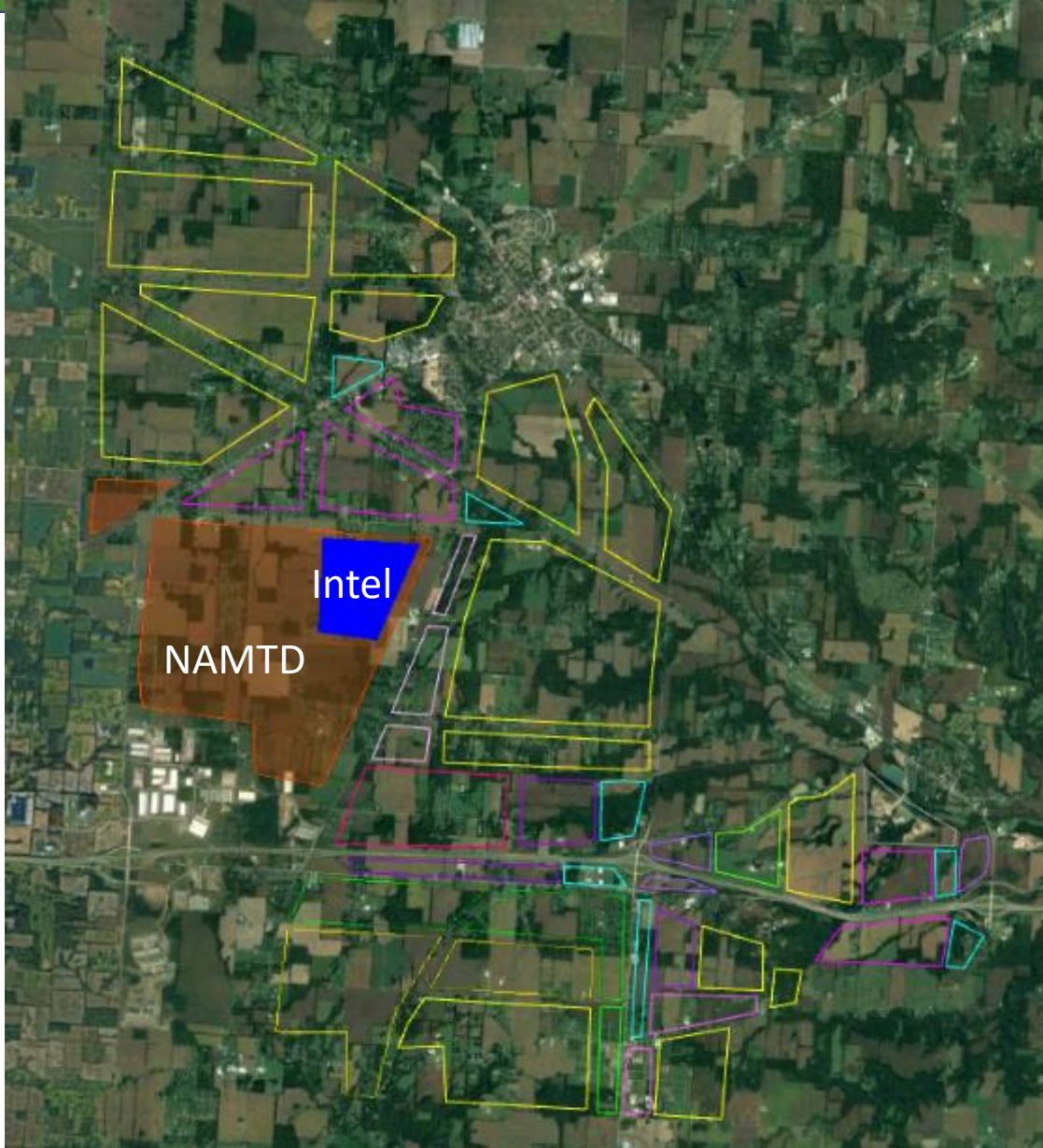
Light blue - retail / commercial

Pink - light industrial / manufact'ng.

Red - warehouse

Purple - office

Licking County TID – Local Roads Study



LAND USE ASSUMPTIONS

JANUARY 2023

Yellow - single family

Green - multi-family

Light blue - retail / commercial

Pink - light industrial / manufact'ng.

Purple - office

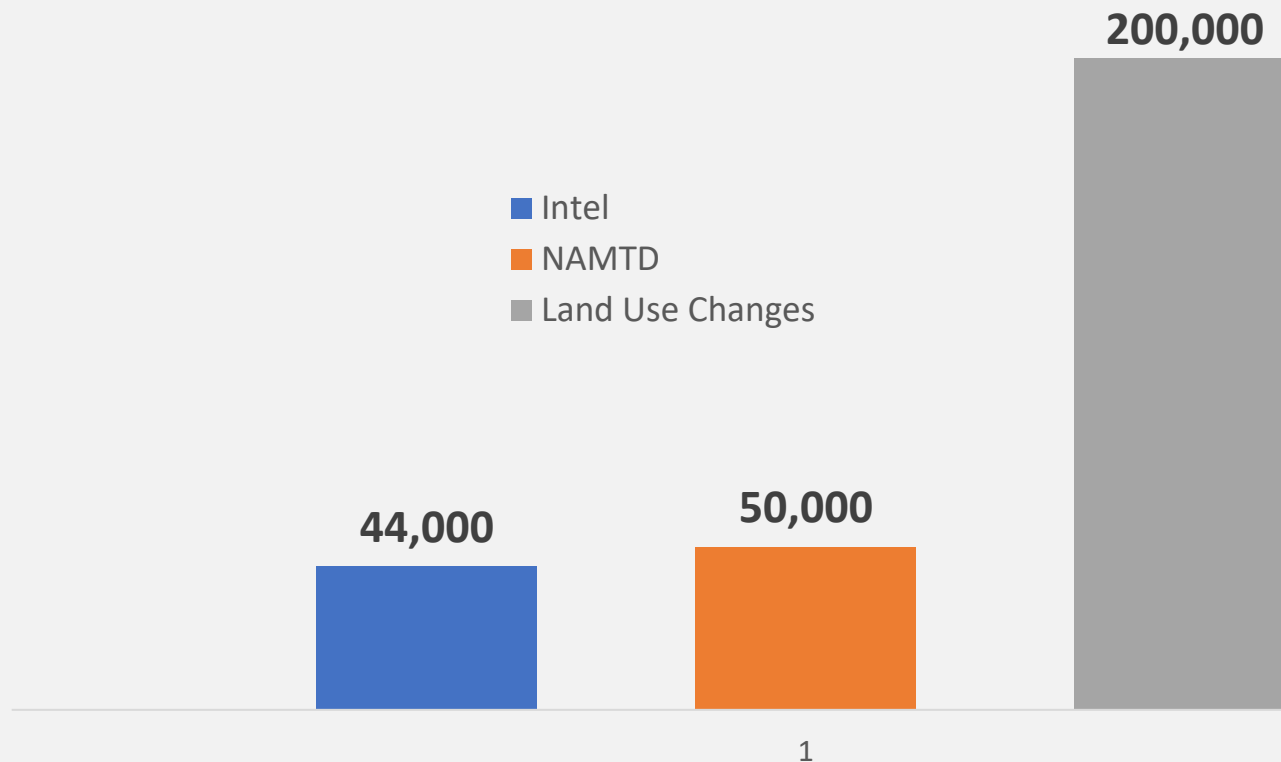


Licking County
Transportation Improvement District

Licking County TID – Local Roads Study

FULL BUILD SCENARIO

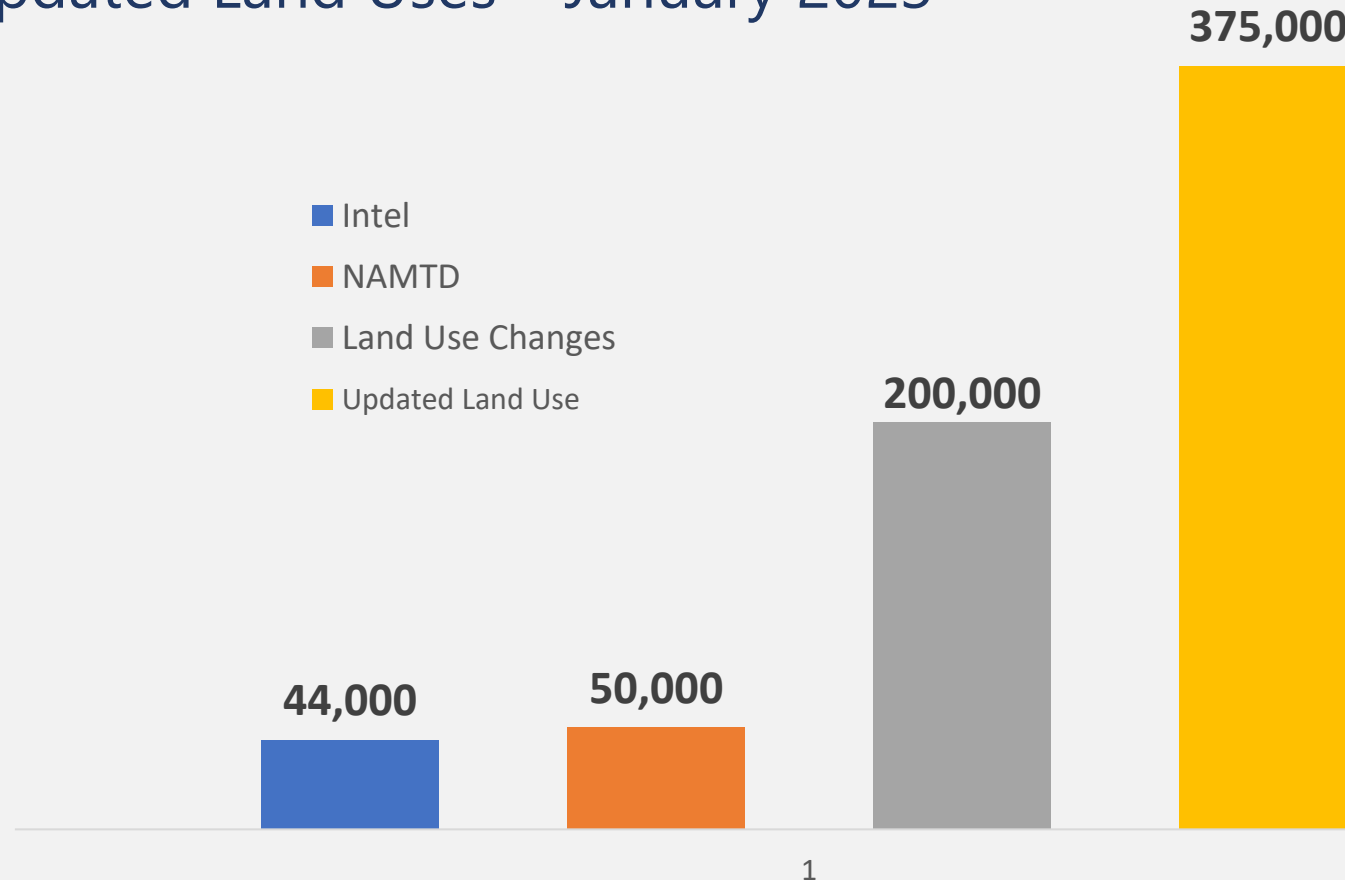
- Draft land use changes - as of December 2022



Licking County TID – Local Roads Study

FULL BUILD SCENARIO

- Updated Land Uses – January 2023

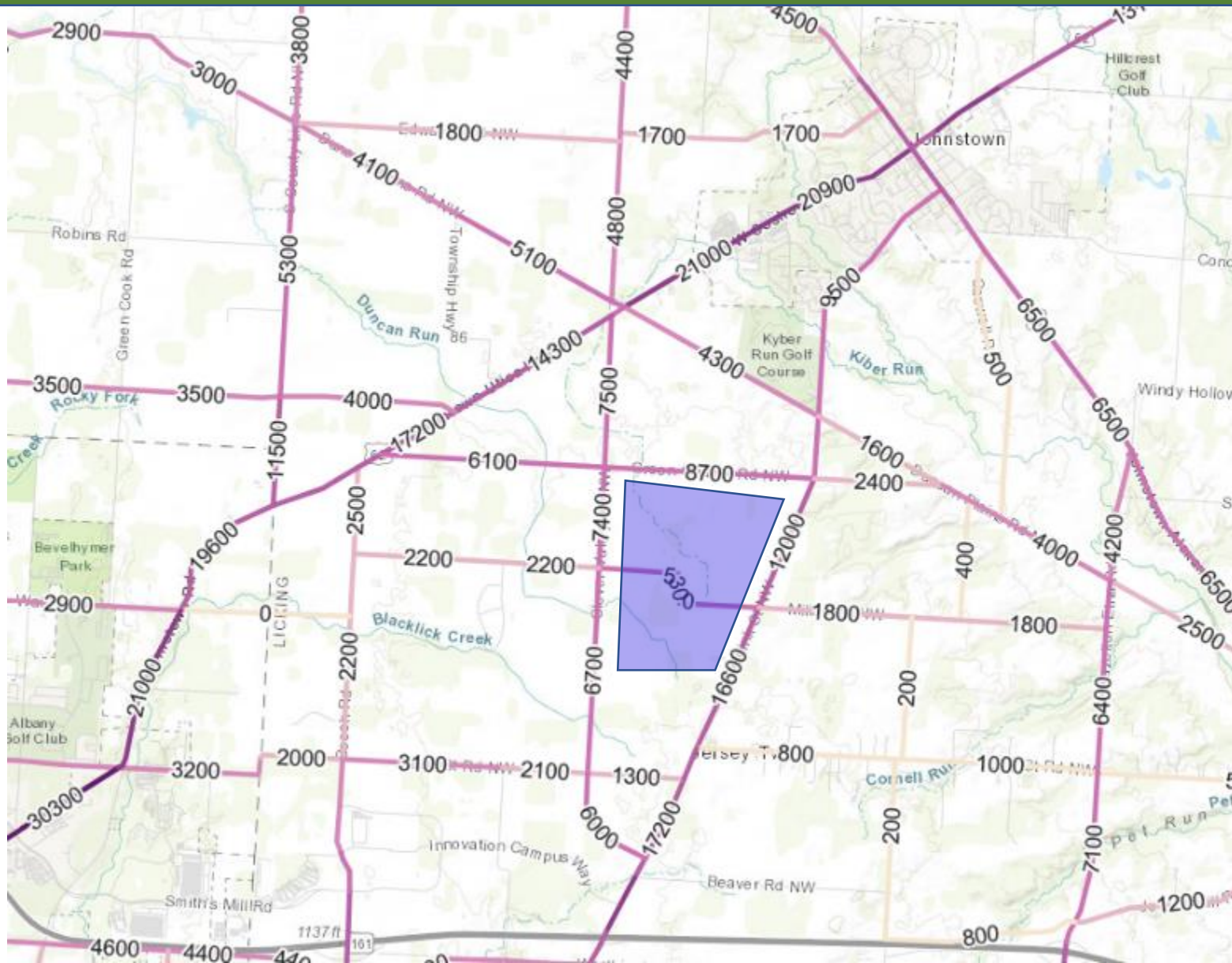


Licking County TID – Local Roads Study

OPENING YEAR SCENARIO - FINDINGS

- Many local roads could see 2-3x greater than current volumes
 - Clover Valley north
 - Duncan Plains west of US 62
 - Duncan Plains east of Green Chapel
 - Fancher Road
- Roads currently serving 1,000-2,000 vehicles per day will begin to see volumes in 4,000-6,000 ADT range
- Roads not suited for heavy traffic
 - Narrow 18-20' roads, unmarked
 - Geometric issues – flooding, curvature

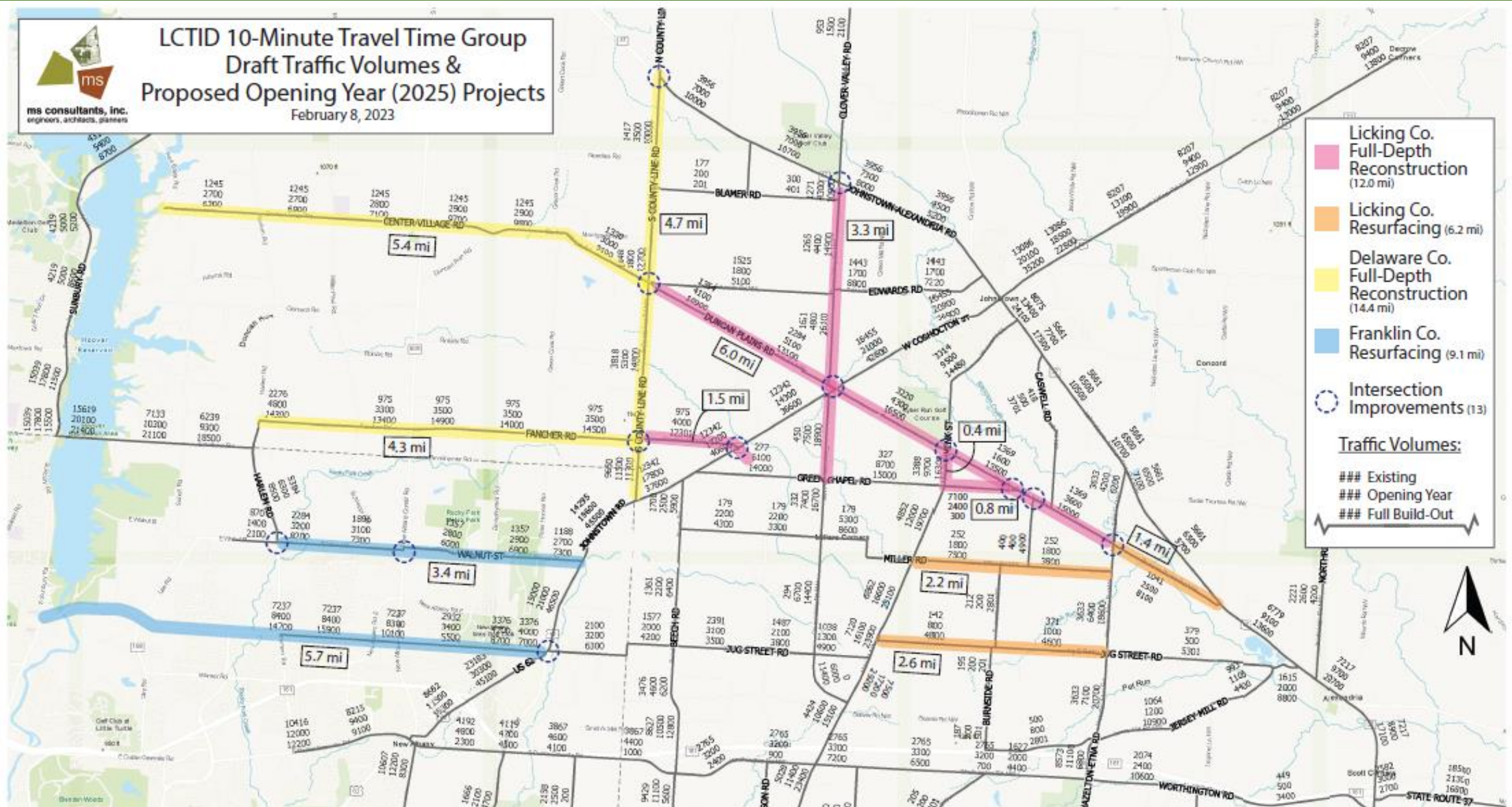
Licking County TID – Local Roads Study



OPENING DAY VOLUMES

- Intel full buildout (all fabs)
- 10% of NATMD built
- No land use changes

Licking County TID – Local Roads Study



Licking County TID – Local Roads Study

Identification of Opening Day/Short Term Road Improvements and Priorities

Licking County –

- Duncan Plains Road
- Clover Valley Road
- Mink Street
- Green Chapel Road
- Fancher Road

**FULL-DEPTH
RECONSTRUCTION**

- Miller Road
- Jug Street Road
- Duncan Plains Road

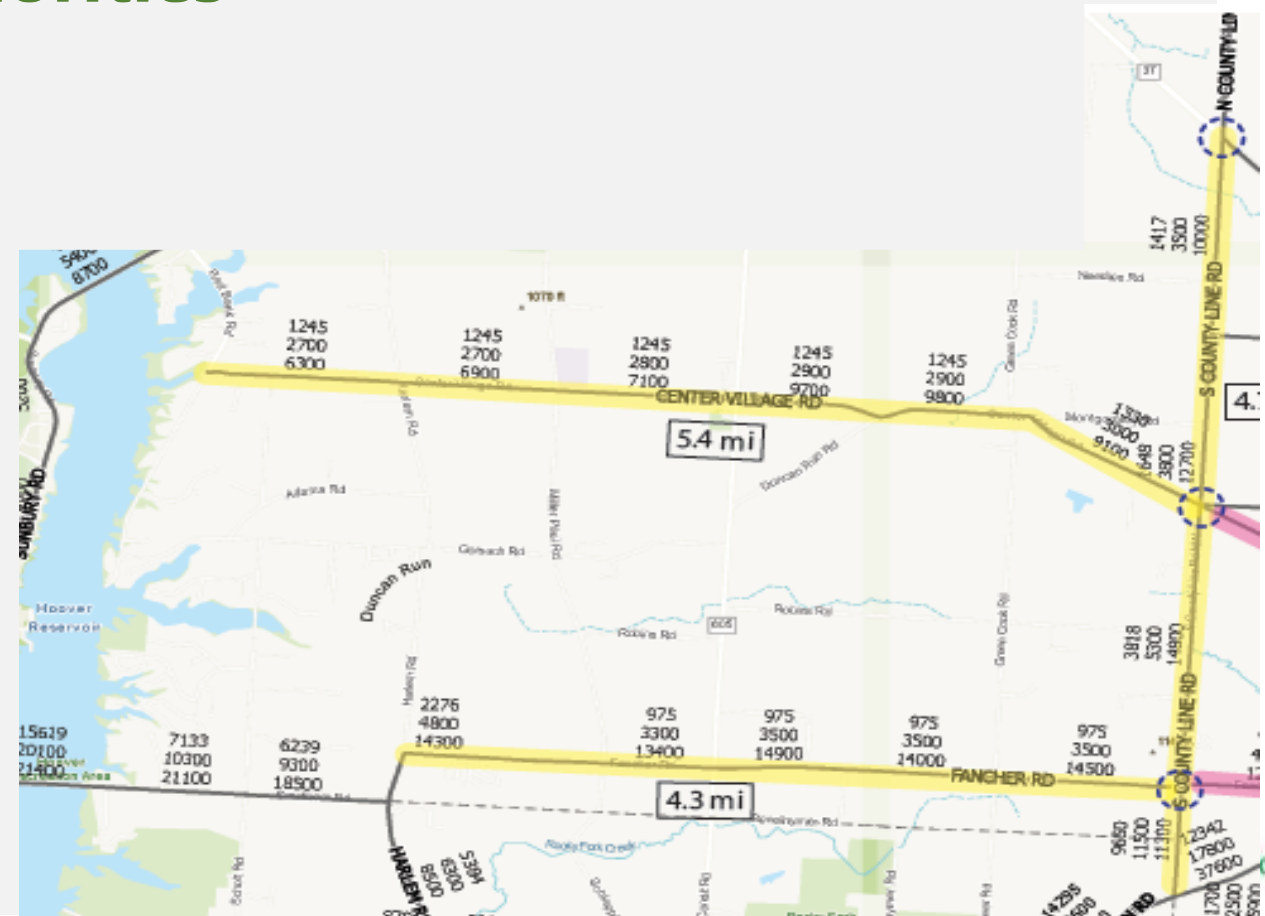
REPAVING



Licking County TID – Local Roads Study

Identification of Opening Day/Short Term Road Improvements and Priorities

Delaware County



Licking County TID – Local Roads Study

Identification of Opening Day/Short Term Road Improvements and Priorities

Franklin County

- SR 605/Walnut St. intersection
- Walnut St./Harlem Rd. intersection
- Central College/Jug St curve
- Walnut Street resurfacing
- Central College resurfacing



Licking County
Transportation Improvement District

Licking County TID – Local Roads Study

Long Term Road Improvement Needs



2022 - Clover Valley Rd (From Duncan Plains Rd to
SR 37)



Licking County
Transportation Improvement District

Licking County TID – Local Roads Study

Long Term Road Improvement Needs



Licking County TID – Local Roads Study

Long Term Road Improvement Needs



Licking County TID – Local Roads Study

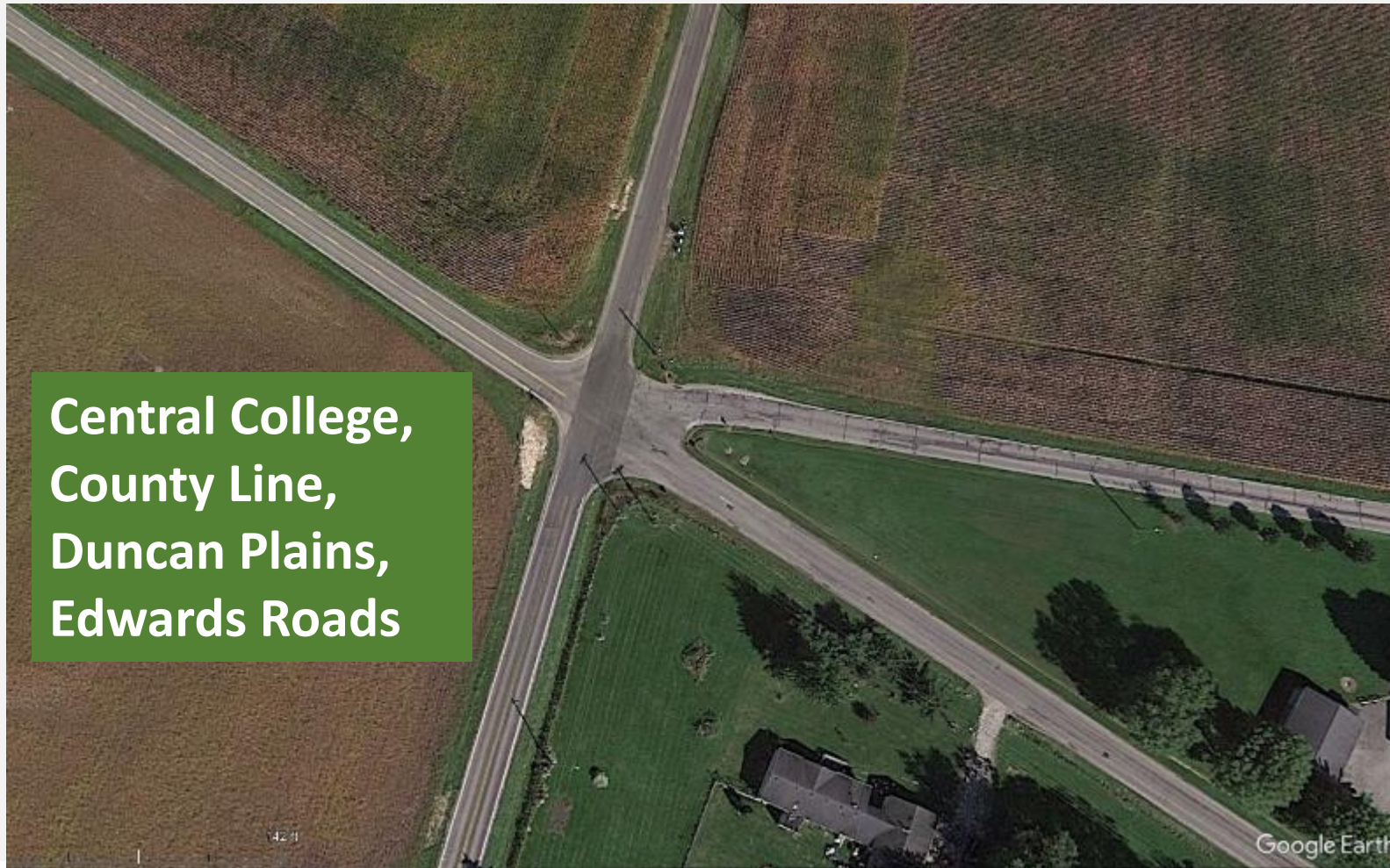
Long Term Road Improvement Needs

COUNTY LINE ROAD



Licking County TID – Local Roads Study

Long Term Road Improvement Needs



Central College,
County Line,
Duncan Plains,
Edwards Roads

Licking County TID – Local Roads Study

Long Term Road Improvement Needs



Licking County
Transportation Improvement District

Licking County TID – Local Roads Study

Long Term Road Improvement Needs

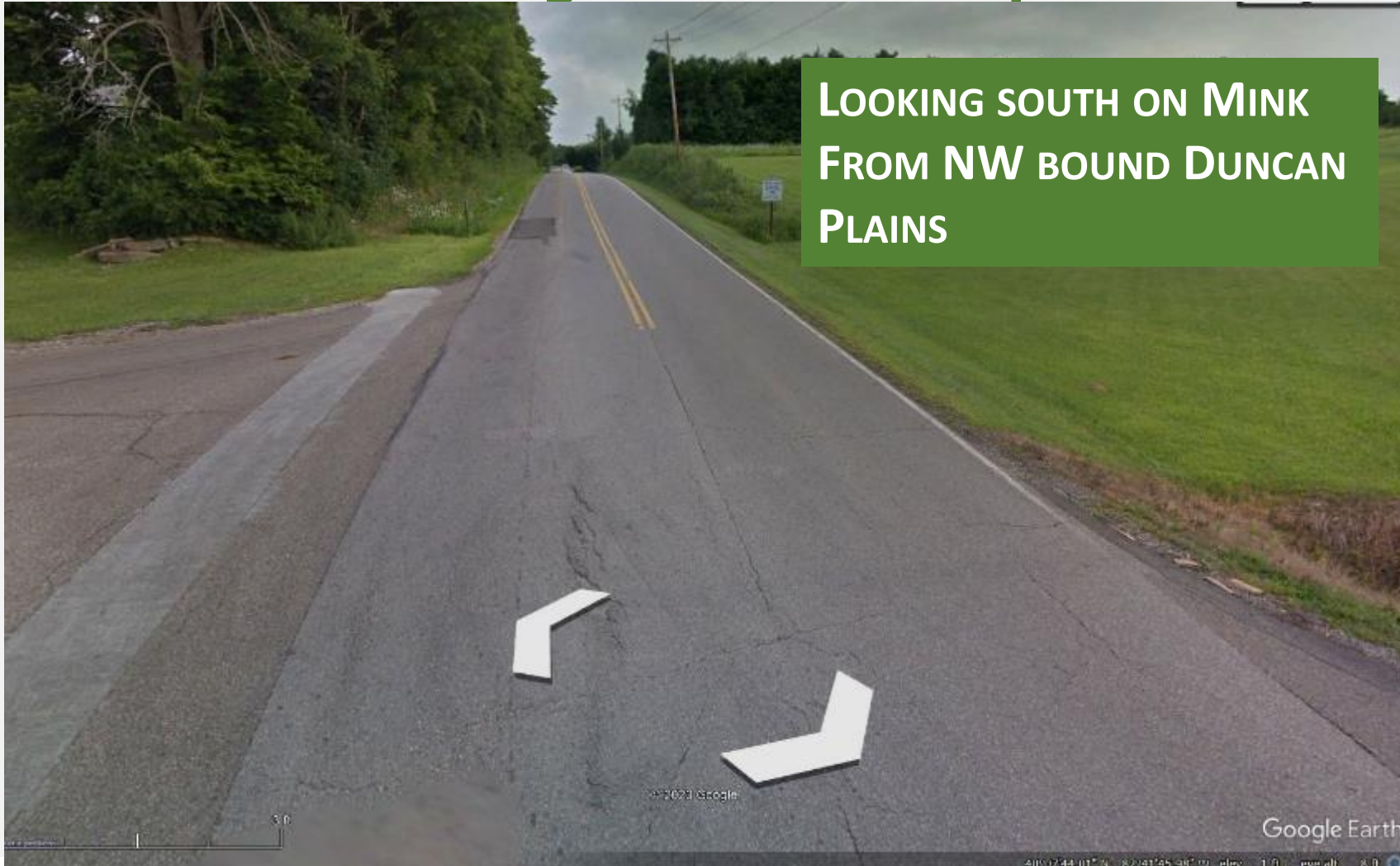
MILLER ROAD JERSEY TWP



Licking County TID – Local Roads Study

Long Term Road Improvement Needs

LOOKING SOUTH ON MINK
FROM NW BOUND DUNCAN
PLAINS



Licking County TID – Local Roads Study

Long Term Road Improvement Needs



A new roundabout has been completed at Jug Street and Harrison Road. The roundabout will serve the Intel chip manufacturing plant being built on about 400 acres in New Albany. Photographed September 25, 2022.

Doral Chenoweth/The Columbus Dispatch

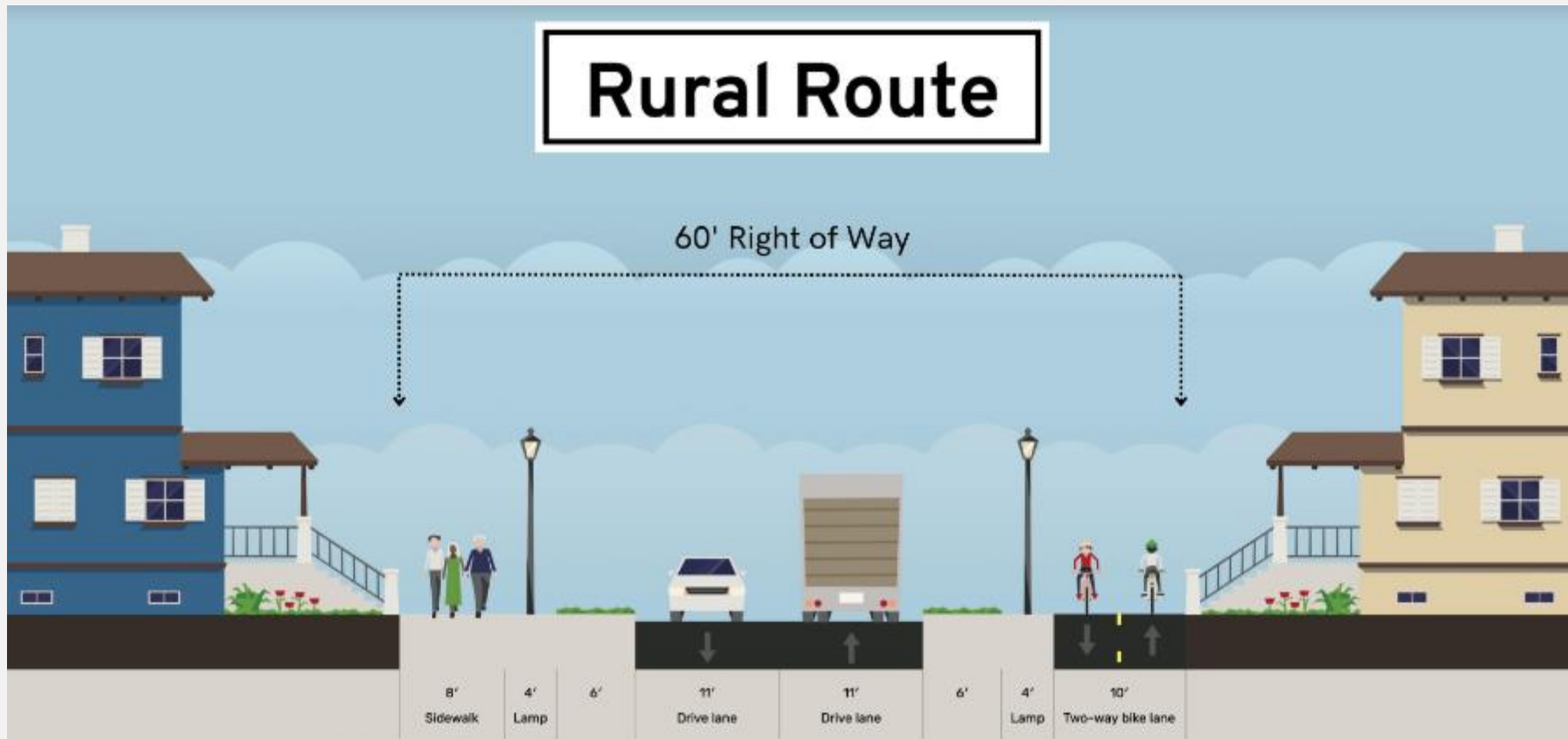
Licking County TID – Local Roads Study

Long Term Road Improvement Needs



Licking County TID – Local Roads Study

Long Term Road Improvement Needs



Licking County
Transportation Improvement District

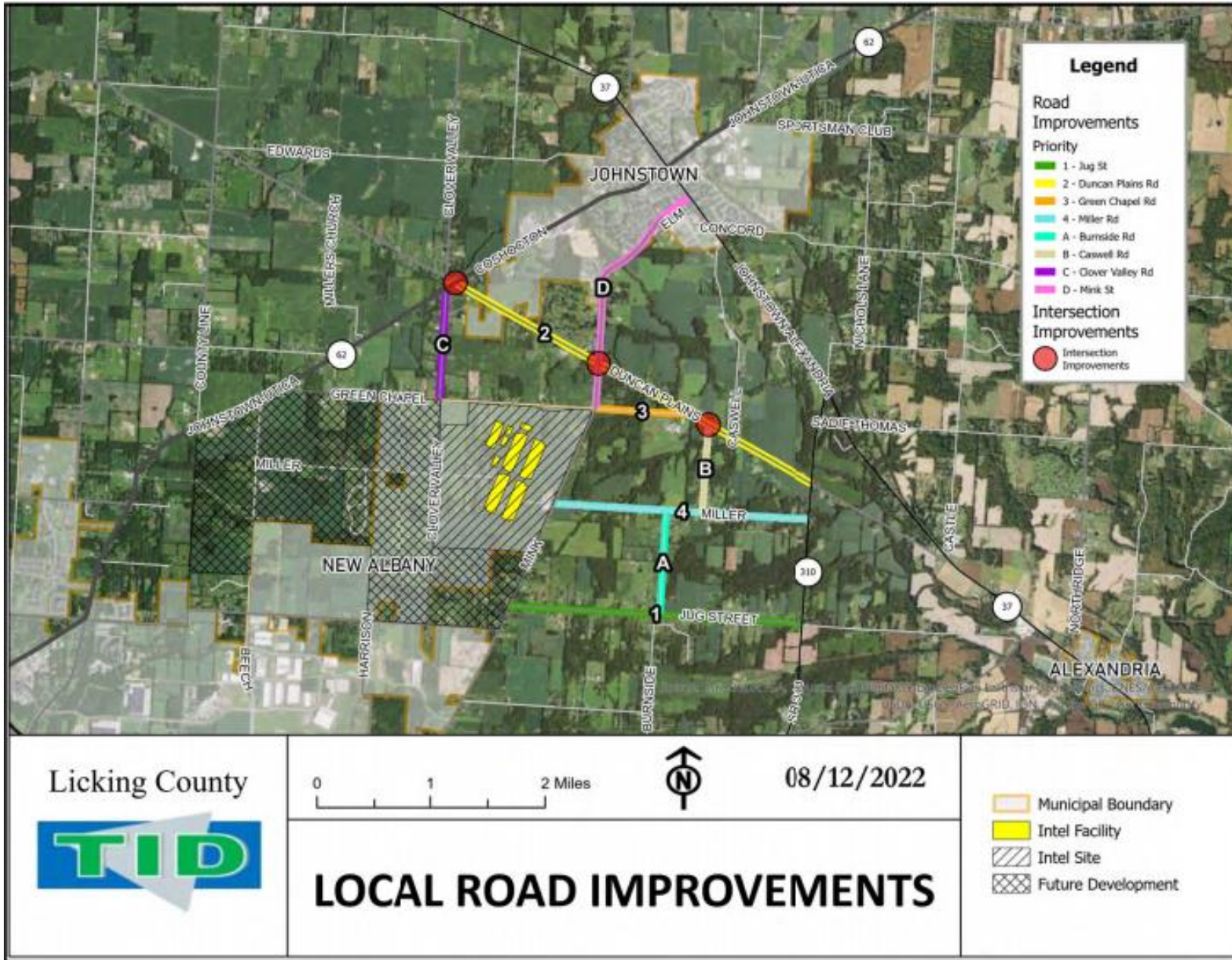
Licking County TID – Local Roads Study

FULL BUILD SCENARIO - FINDINGS

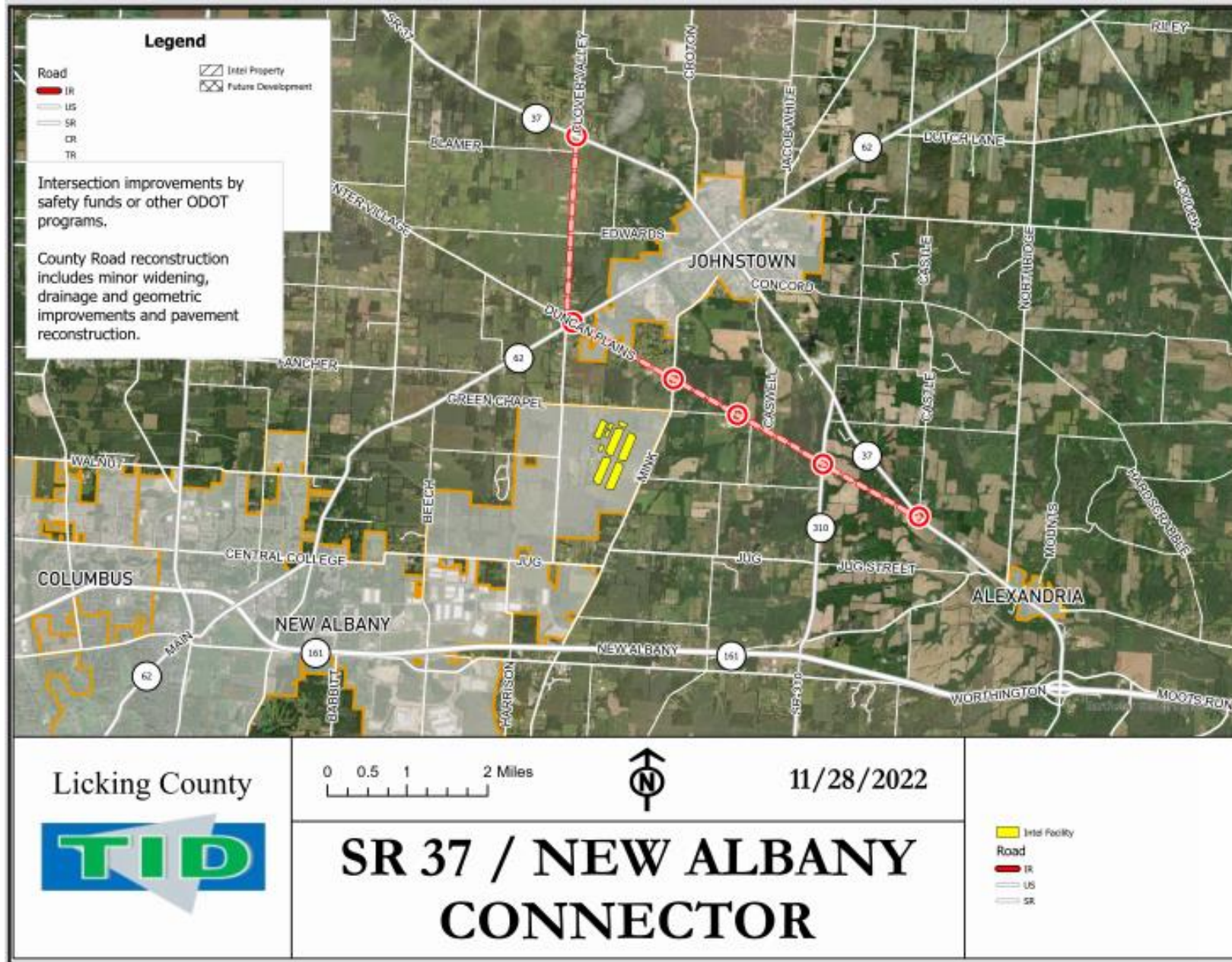
Based on previous (Dec 2022) land use assumptions. To be updated.

- Roads currently serving 1,000-2,000 vehicles per day will begin to see volumes over 10,000 vehicles per day
- ADT's above 12-14K suggest 3-lane sections may be needed
- Appears most local roads will not require 4/5-lane sections (> ~20K ADT)
 - However, substantial widening may be needed at major intersections
- Location of retail/commercial land uses have greatest impact on volumes

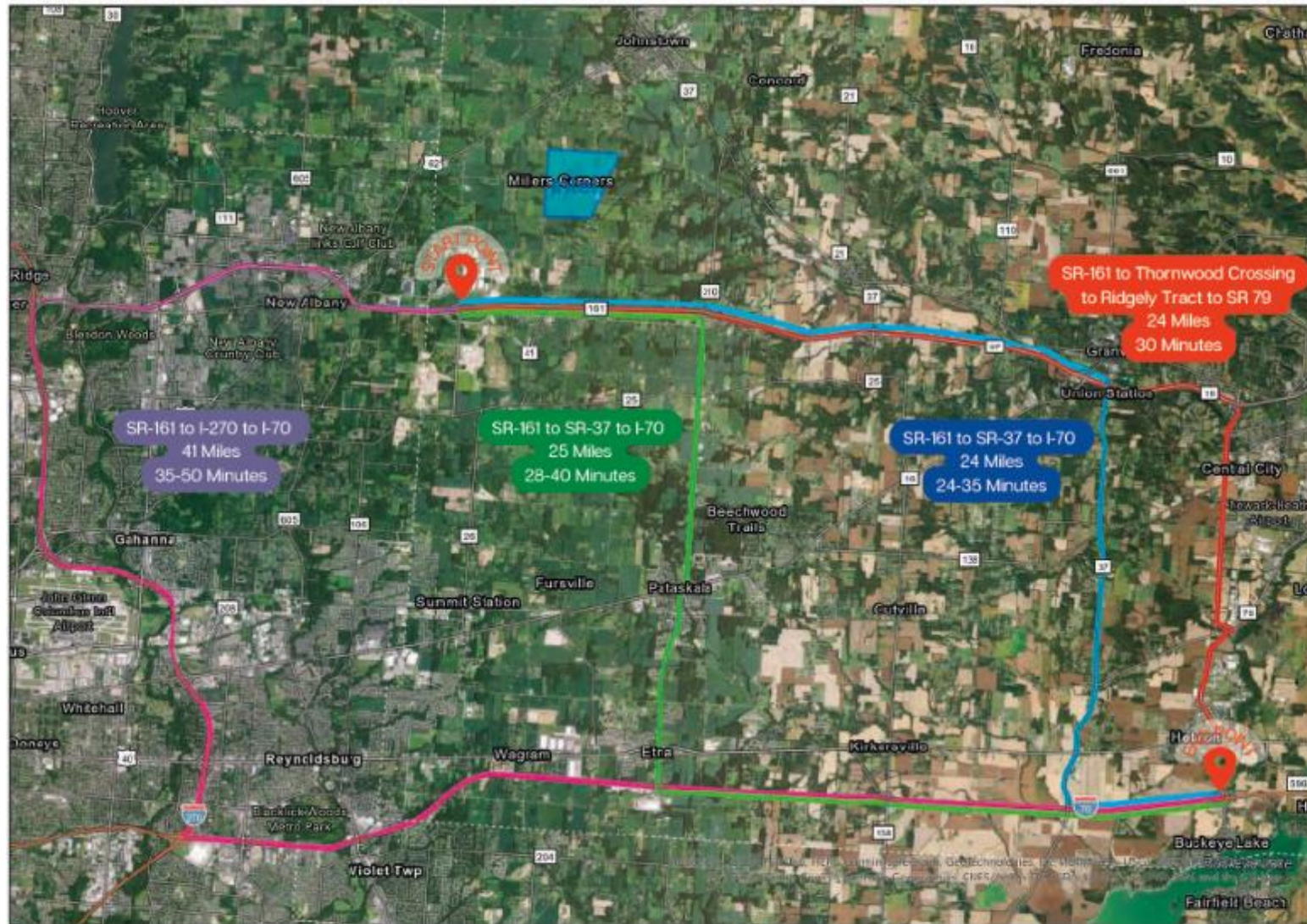
Improvement Priorities



Improvement Priorities



Improvement Priorities



Licking County



0 1 2 4 Miles



08/12/2022

THORNWOOD DRIVE CORRIDOR

Destinations from New Albany to I-70 Eastbound

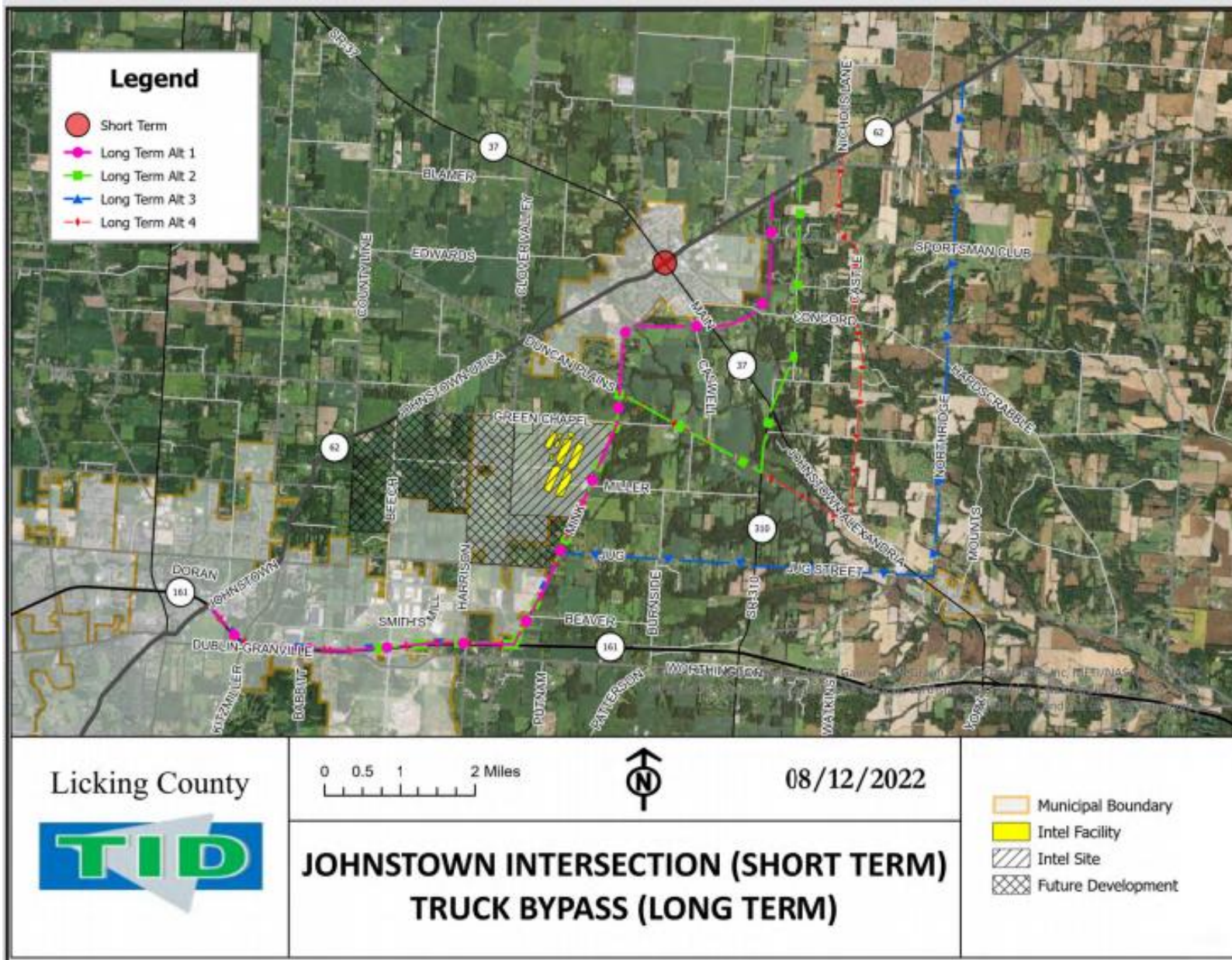
- INTEL Corridor
- SR 161 / I 270
- SR 310
- SR 37
- Thornwood Drive



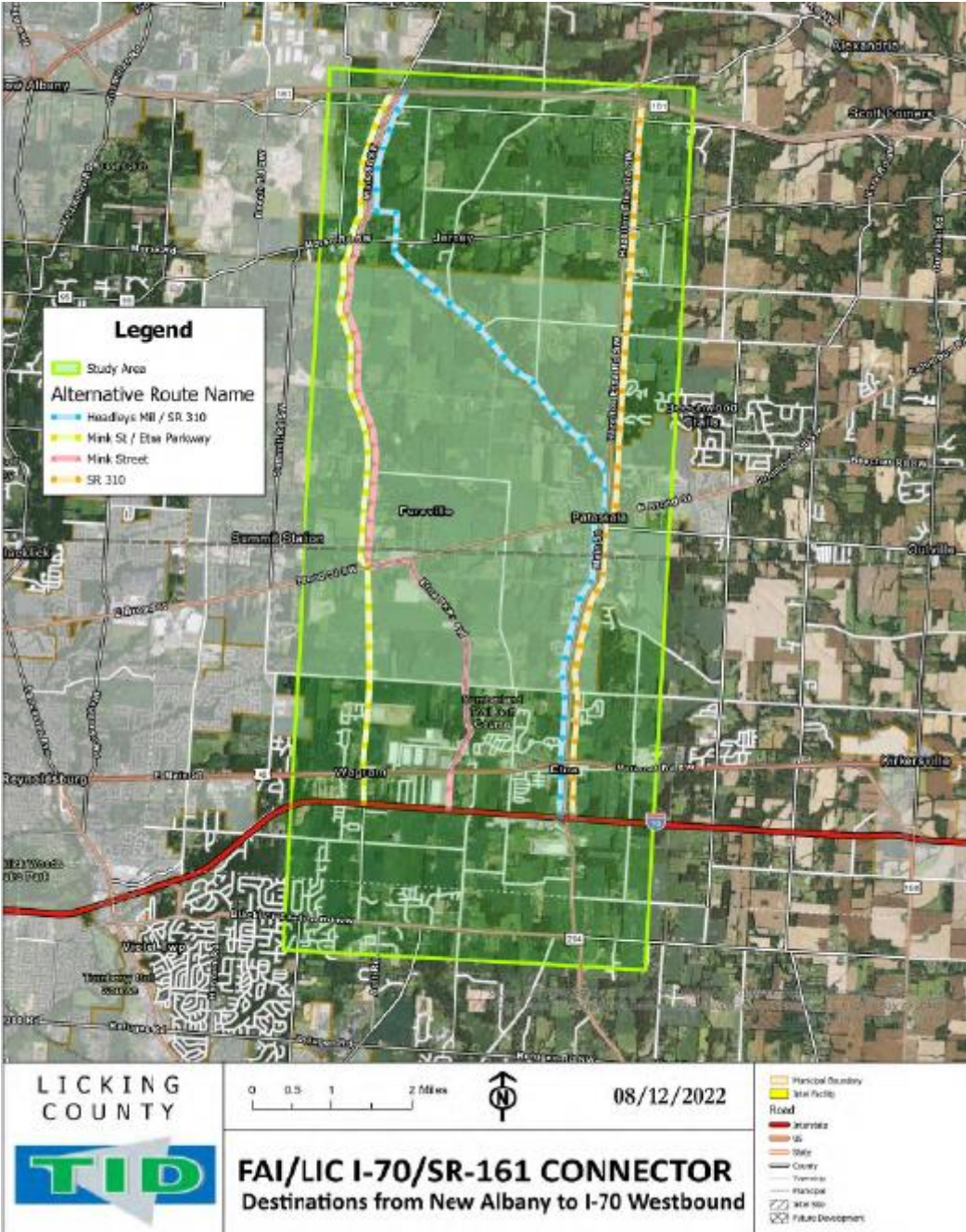
| Project | Cost | Stage |
|--------------------------------------|-------|--------------|
| (1) Interchange | \$18M | Completed |
| (2) Cherry Valley Rd. Bridge | \$13M | Under Design |
| (3) River Rd. to Faye Dr. (The Hill) | \$7M | Planned |
| (4) Panhandle Rd. to RR Crossing | \$3M | Planned |
| (5) City of Heath RR to Lees Rd | \$1M | Construction |
| (6) Beaver Run Rd Intersection | TBD | Planned |
| (7) General Mainline Improvements | TBD | Planned |

Licking County
Transportation Improvement District

Improvement Priorities



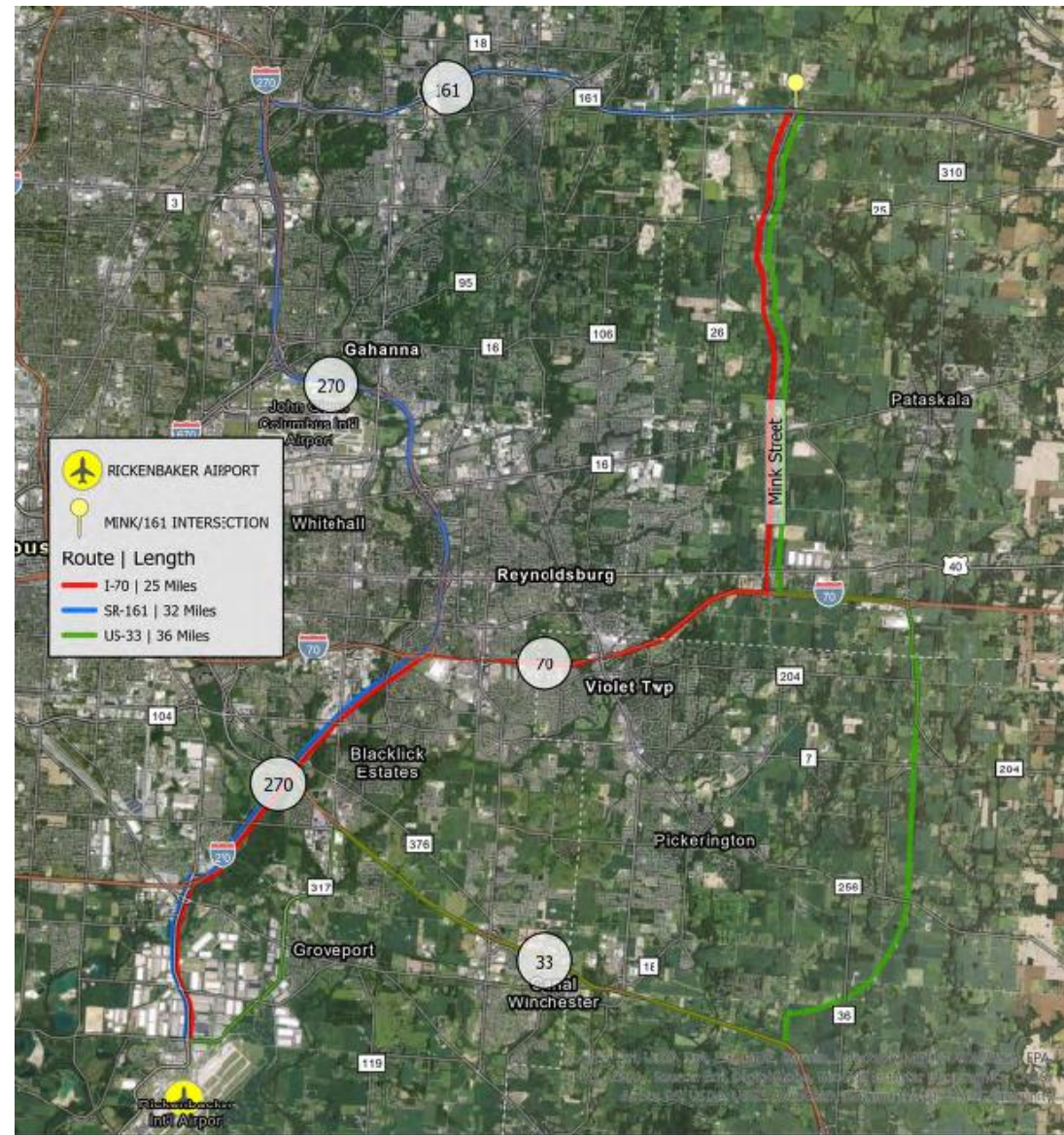
Improvement Priorities



Improvement Priorities



Improvement Priorities



Licking County



08/15/2022

RICKENBACKER ROUTES

Licking County
Transportation Improvement District

Licking County TID – Local Roads Study

REVIEW OF US 62 IMPROVEMENTS (ODOT)

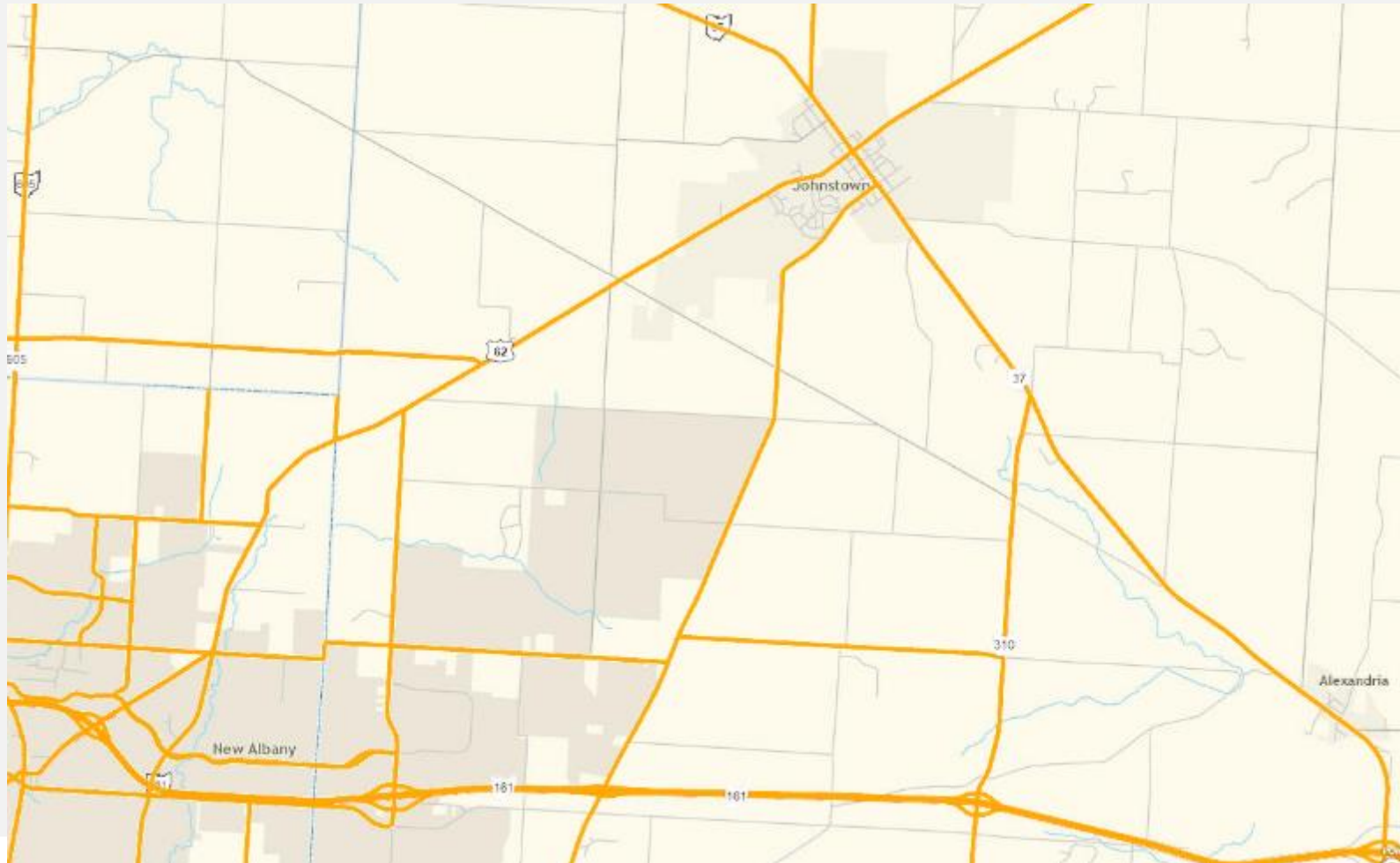
Licking County TID – Local Roads Study

FUNDING SOURCES

- ODOT Safety
- State Discretionary
- SPR
- Community Projects
- Jobs & Commerce, TID
- OPWC

Licking County TID – Local Roads Study

FEDERAL FUNCTIONAL CLASS SYSTEM CHANGES



Federal Aid Eligible roads
shown in **ORANGE**

per ODOT TIMS

Licking County TID – Local Roads Study

CONCLUSIONS, NEXT STEPS

- **THE ROAD IMPROVEMENT RECOMMENDATIONS ARE CRITICAL TO ACHIEVE ACCEPTABLE LEVELS OF SERVICE**
 - **MAINTAIN CLOSE LIAISON WITH TOWNSHIPS, NA AND JT**
 - **MAINTAIN CLOSE LIAISON WITH ODOT 20 MINUTE GROUP-A FEW OF THESE ARE COMMON**
- **PRIORITIZE PROJECTS AND DEVELOP COST ESTIMATES**
 - **ONGOING PROJECTS FIRST (TWD, REFUGEE RD, PIKE ST)**
 - **NEW PRIORITIES MAY FOLLOW FUNDING AVAILABILITY (ODOT SAFETY PROGRAM, OPWC, TID, COMMUNITY PROJECTS)**
- **DEVELOP FUNDING PLAN**
 - **USE REST OF TID GRANT STRATEGICALLY**
 - **WORK WITH LCATS, ODOT AND MORPC TO ADJUST FED AID SYSTEM**
- **PARTNERSHIP W ODOT FOR USR 62 COORDINATION**
- **MAINTAIN FOCUS ON LONG TERM PLANNING AND ONGOING PROJECTS**
- **WORK WITH FRAMEWORK AND LCATS TO CONSIDER ROADWAY ENHANCEMENTS**
 - **COMMUNITY CONNECTIVITY**
 - **AESTHETICS**
 - **PED TREATMENTS**
 - **TRANSIT FACILITIES**